



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H141039

**Mode:** Highway

**Status:** Submitted

### NC-55 BYP (GB Alford Hwy)

**From/Cross Street:** NC 55 (E. Williams St)

**Specific Improvement Type:** 10 - Improve Intersection

**To:**

**Project Category:** Regional Impact

**Length:** 0.5

**TIP#:**

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$233,000

**Description:**

Add additional SB Left Turn Lane

**Division(s):** Division 5

**County(s):** WAKE

**MPOS(s)/RPO(s):** Capital Area MPO

### Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

**Statewide Mobility Total Score: 0**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
<b>Totals: Weight: 0% Weighted Score: 0</b>	N/A	N/A

**Regional Impact Total Score: 62.81**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 100.00	Percent: 15%	Percent: 15%
Safety (10%) 33.35	Points: 32	Points: 32
[Travel Time] Benefit/Cost (25%) 84.00		
Accessibility / Connectivity (10%) 38.80		
<b>Totals: Weight: 70% Weighted Score: 53.21</b>		

**Division Needs Total Score: 40.13**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 100.00	Percent: 25%	Percent: 25%
Safety (10%) 33.35	Points: 0	Points: 0
[Travel Time] Benefit/Cost (20%) 84.00		
<b>Totals: Weight: 50% Weighted Score: 40.13</b>		

**Project Data \*****Existing Conditions**

Existing Cross-Section:	
Speed Limit:	48
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	11
Paved Shoulder Width:	1
Roadway has Curb & Gutter?	No
Volume (AADT):	56396.52
Capacity:	41888.8
Volume/Capacity Ratio:	1.35
% Autos:	96%
% Trucks:	4%
Truck Volume:	2414.27
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	66.7
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	30
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	70
Actual Congested Speed:	35.43
Travel Time Index:	1.27

**Project Benefits**

Project Cross-Section:	
Speed Limit:	55
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	Full
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	874000
Travel Time Savings for 30 Years (Autos):	836585.14
Travel Time Savings for 30 Years (Trucks):	37414.86
Long-Term Employment:	
% Change in Economy:	
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 5

\* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

**Project Ownership****Division**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 5	100%	32	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>32</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Capital Area MPO	100%	32	0
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>32</b>	<b>0</b>

**Project Cost and Source**

Construction Cost:	\$188,000	Cost Estimation Tool
Right-of-Way Cost:	\$45,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$233,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$233,000</b>	